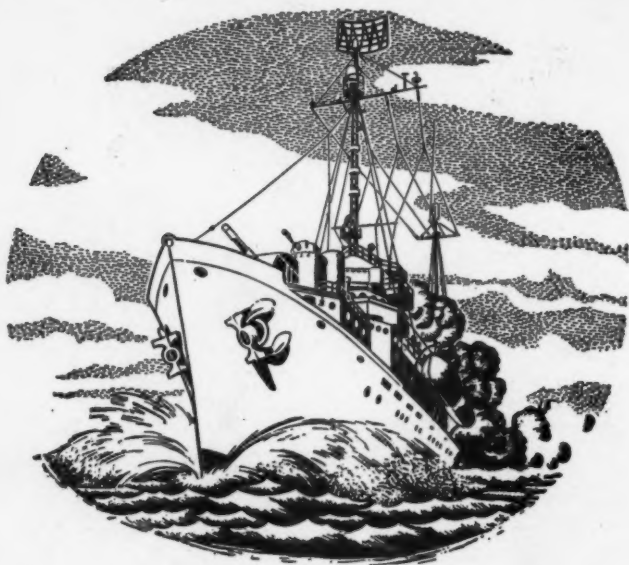


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BULLETIN



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U.S. COAST GUARD BULLETIN...



Washington, D. C.—September 1951

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Wood and Hirshfield Picked as Rear Admirals

Following his promotion to Rear Adm. effective 1 October, James A. Hirshfield, USCG, will become Chief of Personnel at Headquarters. This is a change from his duty as assistant chief, Office of Merchant Marine Safety.

Rear Adm. Russell E. Wood, USCG, who recently was sworn into that rank will retain his duties as Deputy Chief of Staff, which he has filled since early this year.

Native of Cincinnati, Ohio, RADM Hirshfield received his commission from the Academy in 1924. He completed a postgraduate course of law at George Washington University in 1939. During World War II he commanded the cutter *Campbell* when she caught an enemy submarine, and sunk it. RADM Hirshfield received the Navy Cross for this action as well as the Purple Heart for injuries received at the time. Following his assignment as Vice Chairman of the Merchant Marine Council, soon thereafter, he became Assistant District Coast Guard officer for the Ninth Naval District in 1945 and in July of that year was designated Ninth District Coast Guard officer. He came to Washington to be in the Office of Merchant Marine Safety in 1950.

RADM Wood was born in Lincoln, Neb., and received his ensign's commission from the Coast Guard Academy in 1924. During World War II aside from administrative duties he served as commander of a Destroyer Escort Division. He also commanded the *AP General W. H. Gordon* during which he re-

ceived the Navy Commendation Ribbon. Following his war duties afloat and ashore he attended the National War College in 1948 and 1949. Preceding his duty as Deputy Chief of Staff he was Chief, Planning and Control at Headquarters during 1950.

In the Administrative Management Division, CGHQ, Capt. Edward H. Thiele has been transferred from his duties as chief of that division to become Senior Coast Guard Merchant Detail Officer at London.

A transfer affecting the office of personnel is made with RADM Norman H. Leslie becoming district commander of the Thirteenth Coast Guard District. There RADM Raymond McElligott will leave as commander to assume similar duties in the Twelfth District and become commander of the Western Area. Capt. George W. Callbeck also leaves the Thirteenth District to become Marine Inspection Officer of the Twelfth.

Captain George H. Miller leaves the command of the cutter *Taney* to become CO of the Charleston Base.

Leaving his post as Third District law enforcement officer, Capt. Walter C. Capron was appointed on 16 July to attend the National War College in Washington.

\$30,825,000 Provided As Supplemental Appropriation

Congress may approve a \$30,825,000 supplemental appropriation for the Coast Guard in order to increase the military readiness of the service and to undertake projects consistent with the requirements of national defense.

Under this readiness program it is planned to progressively recruit approximately 5,500 officers and enlisted men in order to increase the complements of aircraft and floating combatant units, extend search and rescue coverage to support the other Armed Forces, operate five loran stations in strategic areas, and provide for the operation of two additional ocean weather stations in the Pacific area.

Funds in the amount of \$4,660,000 are included in the supplemental appropriation for a full-year operation of six DE's during 1952 personnel for which were recruited during the four quarters of fiscal 1951.

Increased cost of operation including such items as military travel, uniform clothing, and subsistence will also be a part of the appropriation.

Basic appropriation for the fiscal year ending June 30, 1952, is \$196,547,000. Of this total \$162,700,000 is for operating expenses, \$15,350,000 for acquisitions, \$16,647,000 for retirement pay, and \$1,850,000 for reserve training.

More Shipping Records On Lakes Are Falling

Record shipments are being continually established in the Great Lakes as the result of huge demands for iron ore to meet the present steel production requirements.

According to reports the largest coal and wheat cargoes ever carried have been done so during this season. July saw the greatest tonnages ever to pass through the Soo Locks.

Other indications show with 1 August as a midpoint in the ore-shipping season, it is fully expected that the greatest tonnage ever will be brought down from the upper Minnesota and Michigan iron ore range.

Not since 1845 when the S. S. *United States* was navigated throughout the entire winter of 1845 between Detroit and Buffalo has such a lake condition existed.

Capt. Charles W. Thomas' Book Now at Bookstores

The Arctic and Antarctic experiences of Capt. Charles W. Thomas, USCG, Commander of the Second Coast Guard District, while better known to those in the service than to the civilian, still are not fully known to many of the former.



CAPT. CHARLES W. THOMAS, USCG

In September the Bobbs Merrill publishing house is releasing the story of these experiences and adventures in a 370-page book, entitled, "Ice Is Where You Find It."

In the book will be found accounts of Captain Thomas' duty as skipper of the *Northland* during the mission to Sabine Island which resulted in the discovery of a German weather station and the taking of a German prisoner, and its mission in delivery and establishing equipment for a high-frequency direction-finder station on Jan Mayen Island.

The exciting experience of destroying the German weather station at North Koldey Island, taking prisoners of its personnel and bringing the enemy prize, the *Externsteine*, back to Boston Harbor while in command of the *Eastwind* is engagingly told. Historically the capture of this ship is especially interesting as it was the first enemy surface vessel taken during World War II and the first such capture by United States forces since the Spanish-American War.



COAST GUARD ONE HUNDRED SIXTY-FIRST BIRTHDAY PICNIC IN SEVENTH DISTRICT—Among the many District celebrations of the occasion was this one where CDR George W. Holtzman, Public Information Officer, serves a slice of watermelon to Mrs. Jacqueline Hartnett, daughter of CPCLK Banister M. Barnett, Chief of the Auditing Section at District Headquarters.

Thus his 4 years of duty with the Greenland Patrol is fully narrated.

The account of the 1947 Byrd Antarctica Expedition in which the ice-breaker *Northwind* managed to clear a channel through 800 miles of ice to the Bay of Whales in order for three Navy transports and supply ships and one submarine to come in from the open waters of the Pacific is included. Captain Thomas' story of his command of the *Northwind* in this expedition is especially noteworthy.

This book with its colorful account of six expeditions is well illustrated and should provide fascinating reading for Coast Guardsmen and civilians alike. It sells for \$4.50 a copy.

Henry W. Longfellow's *Hiawatha*, takes the Lake Superior locale for its legend.

Revised Death Figures

According to the latest revised official figures of Coast Guard deaths during World War I and II announced by Headquarters, 575 Coast Guardsmen were killed or died of wounds in enemy action during World War II and only 111 are so listed for World War I.

Deaths from all other causes, i. e., aircraft crashes, drownings, and such are listed as 1,343 for World War II and 81 for World War I. Grand totals are 1,917 as against 192.

Second District Training Units Holding Exercises

Organized Training Units Port Security and Volunteer Training Units of the Second District are undergoing extensive exercises aboard the cutters *Oleander*, *Poplar*, *Forglove*, *Fern*, *Sumac*, and



A MAYOR HONORS COAST GUARD DAY—Congratulations were given by Mayor Fletcher Bowrton, Los Angeles, with a strong handclasp to Capt. John Trebes, USCG, Commander, Eleventh Coast Guard District, upon the occasion of the one hundred and sixty-first anniversary of the service. The pleased expression in the center is worn by Arthur Peterson, new commander of the District Coast Guard League.

Forsythia during the period 9 September through 22 October.

The Task Organization will be made up of ORTUPS of St. Louis, Cincinnati, and Pittsburgh commanded by Reserve officers LCDR Walter H. Schultz, LCDR Richard C. Thornbury and Lt David W. Ellis and VTUs of Kansas City and Louisville commanded by LCDR Forrest F. Bradley and W. T. Duvall.

Underway training during daylight hours will be conducted on the navigable waters of the Second District. The period is utilized during the regular small arms and infantry personnel training exercises of the cutters involved.

Sea Duty Waiver By Special Circumstances

Although chapter 5 of the Personnel Manual made effective 1 July 1951, notes that performance of a certain amount of sea duty (defined as duty aboard an operating commissioned vessel to which permanently attached) is necessary for advancement in some rates still Head-

quarters realizes that unusual circumstances may result in acceptance of a waiver of the requirement.

Where personnel are considered qualified for advancement but by reason of their assignment and through no fault of their own the sea duty requirements are unmet then recommendation from district commanders relative to waivers will be considered by Headquarters.

However, in most all cases the sea duty requirements are considered minimal so that Headquarters intends to require full compliance therewith.

Sea duty as required by article 5-C-15 must have been performed during the present period of continuous service either in the Coast Guard or the Navy in the appropriate rating.

Now, and as a change from previous policy, ex-Navy personnel who enlist in the Coast Guard without a break in service of more than 90 days may count sea duty performed in the Navy to qualify for advancement, provided they have the necessary documentary proof of such sea duty.



PHOTO-STORY OF A DRAMATIC RESCUE—Shortly after 0010, 20 July, EST, the 3,816-gross ton Swedish motorship *Joh Gorthon* underway 205 miles southeast of New York City sent out the following radio message: "Crewman suffering severe appendicitis attack X getting worse and worse X." By dawn a Coast Guard PBM *Martin Mariner* was airborne from the Brooklyn Air Base. By 0715 her pilot, Lt. Elmer P. Mathison, USCG, radioed that he was circling the *Joh Gorthon*, ready to land but waiting for a squall to pass. In top left picture a crewman of the *Mariner* stands by in liferaft to receive the patient from the ship's lifeboat. Top right shows lifeboat with Swedish seaman as he is about to be transferred aboard the *Mariner*, bottom left the transfer of the patient ashore at the air base only 2 hours after boarding the *Mariner*. In last picture, he is lifted aboard a Coast Guard helicopter that in 10 minutes had shuttled him across the river to the lawn of the U. S. Public Health Service Hospital on Staten Island. Total elapsed time from rescue to hospital—less than the motorship could have traveled 40 miles.

Safety Pamphlets Will Be Issued By Headquarters

Expressing its concern over the accident record of the service, Headquarters has procured safety educational material for distribution to all vessels over 150 feet in length, districts and Headquarters units, bases, air stations, and groups.

At periodic intervals a booklet or set of booklets will be issued under the titles of "Safety in Foremanship," "The Human Side of Safety," "Psychology of

Safety in Supervision," "Foremen's Five-Minute Safety Talks," "So Help Me," "Shop Safety," and "Photocscripts."

While these publications are not intended to fill the full needs of larger units, still their value as samples are apparent and orders for a large quantity will be made from appropriate district or unit funds.

Also subscriptions for four news letters issued by sections of the National Safety Council have been entered and their distribution will be similar to that of the safety booklets.

In the Line of Duty . . .

CHARLESTON, S. C.,
TO THE COMMANDANT:

July 9, 1951.

I am writing regarding Chief Boatswain's Mate, Edward Fulcher stationed at Sullivan's Island, S. C. On July 5 two small children were drowned. Mr. Fulcher brought one body ashore and for more than 2 hours worked ceaselessly trying to revive the child. Immediately following he began search for the body of the second that was drowned * * * he spent some 48 hours searching for this body * * * without food, rest, or stimulant. Sullivan's Island residents feel it is an honor to have a man with such courage, fine character, and never-ending faith stationed in their vicinity.

(Signed) MRS. RUTH BILLIAS.

25 July 1951.

THE COMMANDANT,
U. S. COAST GUARD.

DEAR SIR: On December 12, 1949, the steamship, *Doros*, belonging to the Koninklijke Nederlandsche Stoomboot Maatschappij N. V. at Amsterdam, on its way from New York to Haiti was struck by an explosion as a consequence of which the ship caught fire and was lost. Of the crew of 24 only 14 managed to leave the *Doros* one of these died before the boats in which the survivors had escaped, were discovered.

The Netherlands Shipping Council, which investigated the loss of this vessel has come to the conclusion, that it was due to the exertions of the U. S. Coast Guard, that it was possible to obtain some information on the fate of the *Doros*. The Seventh District of the Coast Guard, moreover, had made every possible effort to trace the wreck and its survivors, and it was a plane of the Coast Guard that took them to Miami.

Acting upon instructions received, it is my privilege to convey on behalf of the Government of the Netherlands to the Government of the United States its sincere gratitude for the gallant and invaluable help the Coast Guard rendered on that occasion.

(Signed) AMBASSADOR OF THE NETHERLANDS,
Washington, D. C.

GILBERT AND ELLICE ISLANDS COLONY
MEDICAL DEPT.
Abaokoro, Tarawa Island, 10th April 1951.

THE DISPENSER OF THE U. S. LORAN STATION,
Butaritari

DEAR SIR: I would like to express my deepest gratitude and sincere appreciation for your excellent service performed during the Influenza Epidemic last year.

Your efficient and prompt help minimized considerably the spread of the epidemic and alleviated the suffering of the people.

The gratitude of the people of Butaritari is profound and they will treasure in their memories your graceful humanitarian action.

(Signed) Senior Medical Officer.



HONOR GUARD FROM THE "DUANE" and "BIBB"—When Gen. Douglas MacArthur visited Boston late in July, this Coast Guard detachment of 24 men served as part of his honor guard.

First Four Month Accident Record Up

Accident records for the first 4 months of 1951 show a sudden rise in frequency over the same period for 1950.

While Headquarters believes that a gradual improvement in reporting of accidents is taking place to account for this rise throughout the service still the total losses in manpower and material are considerable when compared to civilian organizations which maintain an aggressive and continuing safety program.

An instance is that of a well-known plant which manufactures Diesel engines for the Coast Guard. There the injury rate is almost eight times less than that of the Service.

In a Safety Circular (1-51), Headquarters has stated that the "prevention of accidents is a command responsibility at all levels." District commanders are asked to designate a safety officer and whatever additional personnel as might

be necessary to carry out an effective safety program. Such duties are intended to be collateral.

Accidents occurring in the first 4 months of 1951 were:

	Num-ber	Total dis-abling	Fatal	Damage
Motor vessel.....	83	4	2	\$6,091
Aircraft.....	14	0	0	242,040
Fire.....	5	0	0	2,587
Military.....	164	94	14	7,358
Civilian.....	74	53	0	1,042
Total.....	340	154	16	259,118

1950

	Num-ber	Total dis-abling	Fatal	Damage
Motor vessel.....	64	5	0	\$7,150
Aircraft.....	2	0	0	425
Fire.....	5	1	0	272,212
Military.....	81	55	5	12,343
Civilian.....	53	35	0	
Total.....	205	96	5	292,130

Cadet Procurement Radio Program Now Broadcast

A new series of radio programs devoted to procurement of Academy cadets is now on the air. Scheduled for a 17-week period the programs are of half hour duration from 1:30 to 2 p. m. (EDT) on Saturday. The full network of the National Broadcasting Co. of approximately 190 stations is being used.

The period chosen on Saturday afternoon just precedes the usual football game broadcasts thus the audience composition will be unusually good.

Music will be furnished by the Academy band. There will also be a well-known personality featured in each broadcast as well as interviews and discussions intended to demonstrate life at the Coast Guard Academy and the attractiveness of a Coast Guard career.

New Training Film Now Under Preparation

A new training film for Coast Guard personnel and one that will be available for the public's information the subject of which is "Motorboat Inspection Requirements, and Safety on the Water" is now under preparation by the Motion Picture Unit of the Public Information Section.

Consisting of two reels of approximately 11 minutes running time each the film type will be 35 mm. black and white.

Tentative titles of the two reels are: Safety on the Water, Statutory Requirements and Safety on the Water, Recommended Practices.

Lookout Warns Vessel of Collision Course

An example of valuable performance of a lookout watch is contained in a report recently published by the Commander, Thirteenth Coast Guard District which is quoted as follows:

"At 2000 PST, 2 June 1951, the lookout at Quillayute Lifeboat Station Washington, observed a small freighter northbound a short distance offshore. Fog set

in shortly thereafter and the alert lookout advised the officer in charge of the strong possibility of a grounding on Cake Rock. The OinC immediately called the controller, by landline, at SAR Coordination Center, who set up a conference telephone circuit with the supervisor of the radio watch at Radio Station Seattle (Westport), Wash. An immediate emergency broadcast was put out on 500 kcs, by NMW to the unknown vessel as follows: 'Unknown vessel with single stack approximately 1 mile north of James Island you are on a collision course for Cake Rock.' At 2029 PST the British vessel *S. S. Lord Glanely* replied, 'Received your message—we passed outside of the buoy—now OK—visibility now quite good—many thanks old man.'

"Plane Rescues At Sea"

from the New York Times

A short time ago a huge Air Force plane with 53 on board came to grief some 450 miles west of Erie. An armada of planes and two weather ships searched the sea for survivors in vain. Though such tragedies are not everyday occurrences the public wonders what has been done to develop a rescue service. Capt. D. B. MacDiarmid of the United States Coast Guard discussed the question before the Society of Automotive Engineers.

It is obvious that the seaplane is more effective in ocean rescue work than the surface ship, and that the helicopter, though not hampered by rough seas, shoals, or surf, is not equal to the task. Captain MacDiarmid decides that the seaplane cannot as yet operate safely in many moderate seas and that nearly every open sea landing is attended with risk. The Coast Guard has been using seaplanes and flying boats since 1916 to effect rescues at sea. The newer seaplanes range well over 2,000 miles with safe reserve, carry radio and radar sets and 1,200 pounds of rescue gear, including rubber life rafts, provisions, water, medical kits, hand-powered radios, all to be put down when the sea will permit a landing.



COAST GUARD RESERVE ENTERTAINS—Entertaining at a supper meeting at the Naval Gun Factory in Washington recently, the C. G. Washington Chapter of the Reserve Officers Association had among its distinguished guests, Congressman Gordon Canfield of New Jersey, Vice Adm. Merlin O'Neill, Commandant of the Coast Guard, Congressman J. Vaughn Gary of Virginia, Rear Adm. Alfred C. Richmond, Assistant Commandant, and Representative James E. Van Zandt of Pennsylvania.

Good as this seems, Captain MacDiarmid wants more study of wind forces, duration of gales and the area over which bad weather has stirred up trouble. Given this knowledge, it will be easier than it is to design a seaplane that will meet requirements. That almost ideal craft, as Captain MacDiarmid sees it, will be able to land in any but a very bad sea, ride the waves safely, maneuver in any wind, take off from rough water with 40 passengers aboard, cruise economically 2,000 miles at 180 knots, escort a jet transport 500 miles at 260 knots at an altitude of over 20,000 feet, search comfortably at 500 feet, jettison fuel rapidly and safely, provide adequate oxygen for 50 persons for 6 hours, and litter accommodations for 30, and make it possible to bring passengers aboard from lifeboats and rafts in boisterous waves.

The problem presses for solution because both surface and air traffic over the ocean is increasing. Thousands now cross the ocean by air. In the not too distant future Captain MacDiarmid

foresees millions, many of whom will go to Europe by way of the pole, where rescue is difficult because of cold water, ice, and blizzards.

Special Validation Needed For Merchant Mariners

According to an amendment to subchapter K, Security of Vessels, section 121.16, it is now required that all persons employed on merchant vessels of the United States of 100 gross tons and upward engaged in (1) the foreign trade, or (2) the intercoastal trade, or (3) the coastwise trade to Alaska or the Hawaiian Islands, shall be required to be in possession of a specially validated merchant marine document.

A navigation and vessel inspection circular calling attention to these requirements has been distributed by Headquarters to various maritime labor and management groups.

First lightship was established at Craney Island in Hampton Roads in 1820.



'COPTER PUSHES DISTRESSED TO SAFETY—While this photo is a demonstration of that rescuing technique with LCDR Wm. Chapline, USCG, at the controls during the recent San Diego harbor celebration yet actual rescues have been effected by this method. One occurred not long ago near Floyd Bennett Field when a life-jacketed man was blown onto shore and safety by a 'copter from that important air station. Thus the technique is beyond the stunt stage.

Six Months Continental U. S. Duty Now Required

In accordance with a provision of the Universal Military Training Service Act as amended, and in addition thereto, it is the Commandant's policy that consistent with the needs of the Service, no man with less than 6 months active service in the Coast Guard shall be assigned to any short unit outside the continental limits.

An assignment to active duty following the basic training period of 3 months is considered an extension of that training during the first several months.

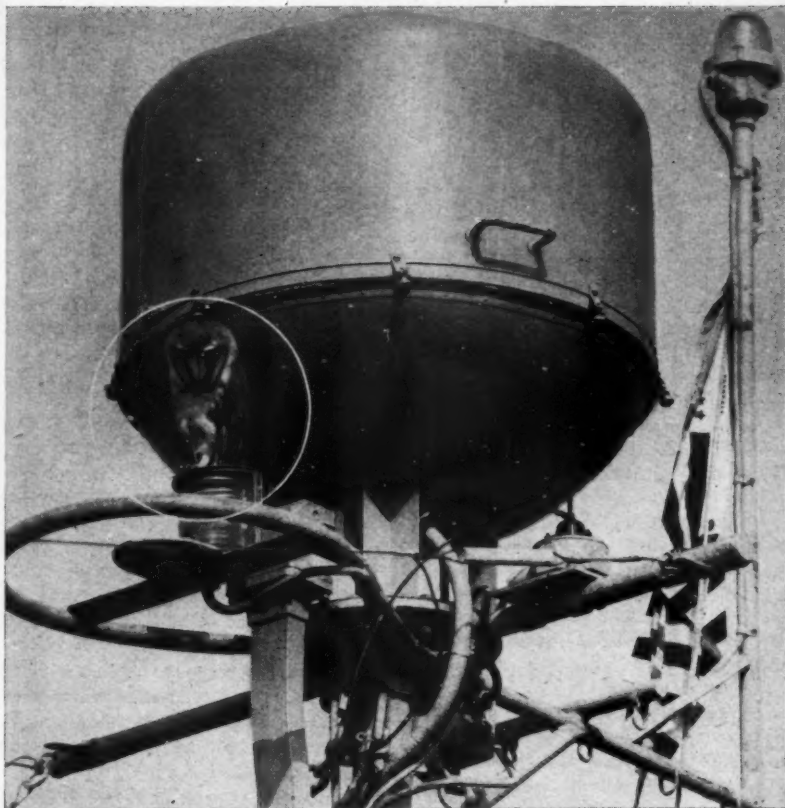
First ORTUPS in Parade?

When they participated in the quarter-mile long Armed Forces Day Parade in Wilmington, Del., on 19 May, Lt. Albert B Bernon (R), believed his unit, ORTUPS 03-856 was the first to parade as a group in the entire Third District or for any other district. Any challengers?

Headquarters Asks That Scrap Metal Be Accumulated

The essential value of scrap metal to national defense is real only if that material is kept flowing to mills and foundries. Then only can peak steel production be maintained. Headquarters has asked that all units of the Coast Guard dutifully enter into the Government-wide program of scrap piling.

This best can be done by: (a) Searching activities for dormant scrap, such as obsolete machinery, tools, jigs, dies, fixtures, and other equipment including items that are broken, worn beyond repair, or abandoned; (b) surveying potential wrecking and dismantling projects that will produce scrap; (c) collecting and disposing of iron and steel scrap as quickly as possible through normal channels.



Wise Old Owl Takes Over West Coast 83 Footer

Looking like a wizened old sea captain one of the monkey-faced species of owls spent several hours sitting primly atop the mast of the *Santa Barbara*, based patrol boat 83366 as she pulled into Long Beach recently for drydocking. But after posing a short while for newspaper photographers the owl became bored and flew to the mast of a nearby tuna clipper and went to sleep.

Chief Boatswain's Mate, T. J. Naccarato, officer in charge of the 83-footer, said they made first contact with the bird in thick fog about 12 miles off Santa Monica at 4:30 in the morning.

"Originally there were two of them," Naccarato relates. "They buzzed the boat a few times, then made landing approaches and came to rest sideways on the forward vertical antenna. One rested a short while and took off, but the other one stayed with us."

The Chief said that the roll of the boat kept shaking the lost and exhausted owl off the aerial until finally he leaped down to the 20 mm. gun cover, but finding that not to his liking jumped up to the radar mast where he rode out the remainder of the trip.

Crewman M. W. Parrack, EN3, said there might have been a skirmish between the hitch-hiking owl and the boat's doubtfully bred puppy had the canine not been green around the gills.

"Use Your Head"

from Yachting

The Coast Guard's many duties include protection of life and property afloat and patrolling "marine parades and regattas." It has carried out those duties for many years with signal success, fine cooperation and a minimum of interference with the activities of yachtsmen. Sometimes, though, when we read of or occasionally see the stupid stunts that so-called yachtsmen pull off, and then expect the Coast Guard to pull them out of, we wonder how long we can go on without some regulation that would be a nuisance to both yachtsmen and Coast Guard. The best way to avoid restrictive legislation, of course, is to police ourselves. For instance:

Becoming thoroughly familiar with all rules of the road and all safety regulations, and live up to them. Know your right-of-way, but use judgment in exercising it. Take advantage of the Coast Guard's courtesy inspection handled through its auxiliary—after first checking over everything yourself. Don't start out on any trip for which your boat and equipment and your own skill and experience, are not entirely adequate. Be self-reliant—don't yelp for help from the Coast Guard, by radio-phone or otherwise, until you have tried all your own resources for getting out of trouble. Keep your speed with reasonable limits, especially in harbors. In crowded waters take it easy and err, if at all, on the cautious side of judgment. Don't carry more people than you have approved life-saving equipment for. Observe regulations as to mooring, target, and other restricted areas. In short use your head.

Lake Huron the first of the Great Lakes to be discovered was done so in 1615 by two French explorers, Le Caron and Champlain, and Lake Ontario was discovered the same year by the same men.

22,827 Vessels Boarded

According to Headquarters, 22,827 vessels were boarded during the fiscal year 1951. Approximately 450,000 numbered boats are registered.

A breakdown of boardings according to district is as follows: First District, 1,678; Second District, 981; Third District, 4,470; Fifth District, 2,487; Seventh District, 1,587; Eighth District, 4,083; Ninth District, 1,546; Eleventh District, 1,943; Twelfth District, 690; Thirteenth District, 2,563; Fourteenth District, 399; and Seventeenth District, 400.

"Frederick Lee" and "Arundel" Are Transferred

The 125-footer, *Frederick Lee* (WSC-19), from Chicago is replacing the 110-footer, *Arundel* (WYT-90), of the First District, and the latter goes to the Ninth District. Of the same class as the Gloucester based *General Green* and the New Bedford based *Legare*, the *Frederick Lee* will provide a vessel advantageously suited to offshore search and rescue operations usual to the New Bedford area where the *Arundel* is now based.

The Ninth District will benefit from the exchange as it is in need of a vessel with the ice-breaking features of the *Arundel*.

Secretary's Computation Authorizes 2,337 Officers

As of June 30 when a computation was made by the Secretary of the Treasury to determine the distribution of officers in the various grades on active duty, 2,337 commissioned officers were authorized exclusive of extra numbers.

Distribution according to grade were: Rear admiral, 13; captain, 137; commander, 258; lieutenant commander, 451; lieutenant, 578, and lieutenant (jg) and ensign, 900.

\$1,850,000 Provided For Reserve Training

Final clarification of the Reserve training appropriation was provided when the President on 11 August signed the Post-Office-Treasury Appropriation Act of 1952 which provides \$1,850,000 for the Coast Guard Reserve training program.

Thus with the exception of 2-week active training duty with pay for entire organized training units (ORTUPS and ORTAUG), all active duty training with pay will continue.

Reserve Budget Funds Limit Drill Payments

For the next 6 months at least budgetary limitations for the fiscal year ending 30 June 1952, provide only sufficient funds to pay reservists assigned to ORTUs for only 36 of the required 48 scheduled drills during that period.

During each monthly pay period a reservist must attend scheduled drills as follows in order to receive compensation: Attendance at five drills to receive pay for four; four drills to receive pay for three, etc.

It should be noted that these attendance requirements are only for entitlement to pay and not related to the requirements for purposes of determining satisfactory service.

Dependents May Be Taken To Overseas Stations

Transportation of Coast Guard dependents and shipment of their household effects to overseas stations will be authorized by Headquarters now if the following four conditions are met: (a) That applicants are legally entitled to transportation of dependents and shipments of household effects at Government expenses; (b) that the senior Coast Guard officer at destination certifies that suitable housing and facilities are avail-

able; (c) that the entry of dependents is agreeable to the appropriate Area commanders; and (d) that there is a reasonable expectation of a 6 months' continuance of tour of duty after arrival of dependents at overseas station.

Headquarters asks that a letter request in triplicate showing names, ages, and address of dependents must be submitted to the Commandant (FS-2) through the chain of command together with six certified copies of change of station orders, certification that suitable housing and facilities are available, certification that the entry of dependents is agreeable to the appropriate Area Command, Standard Form 116 if movement of household effects is requested, and CG-2663 if Transportation Requests are desired for dependents.

A letter authorization and instructions together with the TRs, if requested, will be forwarded to the senior dependent upon arrival.

First Group Probationary Reserves Made Permanent

Reserve officers serving on active duty for consideration for permanent regular commission with their 2-year termination probationary period ending 22 September, have been tendered such appointments it has been announced by Headquarters.

Those officers included in the group receiving permanent commissions are: William A. Mayberry, Eugene Carlson, Jr., Philip A. Houge, Francis L. Brittan, Paul R. Happel, Richard M. Dillon, Norman W. Bouchard, Elliot S. Shafer, and Gerald J. Perron, all lieutenant (jg). Ensigns included are: Andrew F. Nixon, Forest E. Steward, William F. Maki, Donald L. Savery, Jr., and Francis H. Archard, Jr.

Other announcements of the tender of permanent regular commissions will be made in the near future. In all 89 officers are to be considered for permanent commissions.

Historical Supplement . . .

(Reprints from "THEY HAD TO GO OUT")

Cooperation With Navy in War (1799-1946)

By act of February 25, 1799, the President was authorized to place in the naval establishment and employ accordingly, any and all vessels which as revenue cutters, had been increased in force and employed in defense of the Coast, whereupon their personnel might be allowed the pay and subsistence appropriate to their rates of the ships, being at the same time governed by the rules and discipline, established for the Navy. The act of March 2, 1799, provided that the cutters "shall, whenever the President of the United States shall so direct, cooperate with the Navy of the United States," being at such times under the direction of the Secretary of the Navy. It was under this law that the Coast Guard has fought together with the Navy in every one of the country's wars at sea, although it was not until the act of January 28, 1915, that the Coast Guard was expressly made part of the military forces of the United States operating "under the Treasury Department in time of peace and * * * as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct." On June 11, 1941, this law was amended to read "The Coast Guard shall be a military service and constitute a branch of the land and naval forces of the United States at all times * * *"

Quasi War With France (1798-99)

When the President, anticipating the action of Congress, placed the vessels of the Revenue Marine under the orders of Benjamin Stoddert, the first Secretary of the Navy in 1798, they relinquished their normal status as revenue cutters, departed from defense only of the seacoast, and became part of the effort to create a naval force, at first patrolling between Nantucket and Cape Henry, and later convoying vessels and preying on French commerce in the West Indies in what was essentially a cruising war.

On October 18, 1799, the *Pickering* with her fourteen 4-pounders and 70 men fought the French privateer *L'Egypte Conquise* with 18 guns, and a crew of 250. After a 9-hour engagement the Frenchman struck her colors and was taken to St. Kitts. The *Pickering* was lost in a storm, with all hands, in 1800, en route from New Castle, Del., to her station at Guadaloupe. In another engagement, the *Eagle*, captured the French privateer *Mehitable* and her prize the *Nancy*. Peace with the French ratified on February 8, 1801, found the Revenue Marine with 17 vessels, many experienced officers well trained, and an enviable record in peace and war.

Embargo—1807

There followed a period of retrenchment and economy under Albert Gallatin, Secretary of the Treasury under Jefferson. The Revenue Marine was reduced to its original size. Some of the older ships, like the *Massachusetts*, were sold at public auction, and the whole crew discharged except for the captain and the oldest commissioned first lieutenant. The collector at Boston was authorized to employ a barge until a new cutter of not more than 45 tons and crew of only six, was built. However, the Jeffersonian Democrats, despite their protestation of economy, soon had to expand the establishment. They handled the current war scare by instituting an embargo. To enforce the embargo, the Revenue Marine needed more and more men and ships. Accordingly on 6 July 1809, 12 new vessels were authorized. The upper limit of the new ships was fixed at 130 tons. After helping enforce the embargo, these cutters helped carry the naval burden in the War of 1812.

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